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TORONTO PUBLIC LIBRARY

The Future Chief City of the Interior
of British Columbia.

VANCOUVER

At Second Crossing of Columbia River,
the Meeting Point of Canadian
and American Commer-
cial Highways.

COLONIST STEAM PRINT.

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BRITISH COLUMBIA

KOOTENAY DISTRICT.

TOWNSITE OF FARWELL.

ADDRESS:

FARWELL & CO.,

VICTORIA,

BRITISH COLUMBIA.

VICTORIA:

COLONIST STEAM PRESSSES.

1885.

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PREFACE.

It is not proposed to make any attempt to "boom" the Farwell townsite. The facts of its advantageous location and commanding position render such an effort unnecessary. This valuable property will be surveyed into town lots, and offered for sale, as soon as the line of the Canadian Pacific Railway upon the ground, and the Railway Station and bridge requirements are known and determined. Special provision will be made, on the plan of the city, for saw mills and lumber yards. Due public notice of the sales of town lots in Farwell will be given throughout Canada and the United States.

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BRITISH COLUMBIA.

KOOTENAY DISTRICT.

TOWNSITE OF FARWELL.

THE construction of the Canadian Pacific Railway makes it certain that Farwell, at the second railway crossing of the Columbia River, (going west) will be the chief city of the interior of British Columbia, and, possibly, of the whole of North Western Canada.

The solidity of the facts which secure its future will be recognized the more they are examined.

GEOGRAPHICAL POSITION.

Covering the meeting point of four great lines of communication, namely, the Columbia River, North and South, (which flows for 440 miles through the Province) and the Canadian Pacific Railway, East and West, the young city dominates a vast district of proved resources. It is the *only point* between the great Lakes and the Pacific Ocean, where the Canadian Pacific Railway connects with a grand waterway, navigable into the United States.

ENTREPOT OF TRADE.

The region, naturally subject to this entrepot, consists of the distinctive mineral and forest territory of British Columbia,

known as Kootenay District, which stretches from the Rocky Mountains to Shuswap Lake, and, also, the extensive, well settled pastoral and agricultural territory farther to the west, known as Yale District, of British Columbia, which is reached through the short railway avenue of Eagle Pass. The whole region is larger than England, and has vast and varied resources, timber, mineral, arable and grazing. The Canadian Province of Alberta, and also the Colville and Spokane, United States, country, will look to Farwell as an entrepot or market city.

WOOD MANUFACTURES.

The topography, waterways and railway lines of the country, mark out Farwell as the *sole place*, in the south-east part of British Columbia for extensive, permanent lumber manufacturing. The lumber supplies are inexhaustible, and will be in great demand, immediately, in the treeless regions of Central Canada and of the United States. There is no valuable timber along the Canadian Pacific Railway in British Columbia west of Farwell, until the Pacific coast district is reached. The neighborhood abounds in water power.

A MINING CENTRE.

Surrounding the city on all sides, and penetrated by railway lines and navigable waterways radiating from it, north, south, east and west, is the extensive mineral region of the Selkirk and gold ranges. These are rich in gold, silver and other minerals. The celebrated Kootenay Lake silver district is being rapidly developed, and equally rich silver mines have been discovered nearer Farwell.

RAILWAY AND STEAMBOAT COMMUNICATION.

The Canadian Pacific Railway, debouching from the Ille-cille-waet valley, passes through the townsite and crosses the Columbia by a fine iron truss bridge, the eastern end of

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which is within its limits. Farwell, probably, will be the headquarters of the Mountain Division of the Canadian Pacific Railway and of an administrative district of the British Columbia Government.

A Company has applied, this year, for legislative authority to make a railway up the Columbia valley to Farwell from the United States boundary, notwithstanding the excellence of the waterway.

The steamboats of the Columbia and Kootenay Transportation Company, which, in consideration of a grant of land from the British Columbia Government, they are bound, by law, to keep running, will connect Farwell with the Kootenay Lake silver region, and with the United States territory of Washington, and, with the Northern Pacific Railway, when a short northern branch is made by the latter. The pioneer steamboat will begin trips in April, 1885.

AS A SUMMER RESORT

For travellers, tourists, sportsmen, Alpine climbers and invalids, Farwell, when accommodations are provided, will be the choicest on the continent.

THE ACTUAL SITE.

The site itself, which is about 1,400 feet above sea level, is one of those rare spots marked by nature, geographically and topographically, for the location of a great city. Owing to the nature of the surface of the region and of the neighborhood, there is no other townsite, near the Canadian Pacific Railway, in the eastern part of British Columbia, between the Rocky Mountains and Shuswap Lake, that can be brought into competition with Farwell, and there is no other townsite between Shuswap Lake and the C. P. R. terminus on the Pacific that has equal advantages. It is on an extensive, almost level, lightly timbered terrace, extending, securely

high from floods, for about 3 miles along the east bank of the Columbia River, which, here, is 220 miles from its mother lakes, is 700 feet wide, and bends to give the city a fine southern and western aspect. The hills completely shelter the townsite on the north and east. The soil is dry, but fertile. Abundant, delicious water is supplied by several streams. Wood fuel supplies are unlimited, and obtainable by water transport. Coal and excellent building stone are not far distant. On all sides the scenery is very grand and beautiful. The cultivable flats of the Columbia extend, 20 miles from the city, to Upper Arrow Lake.

TITLE.

The title is an indefeasible Crown grant from the Provincial Government to Arthur Stanhope Farwell, for 1,175 acres.

APPENDIX.

Extract from Official Report of Dr. G. M. Dawson, Assistant Director of the Geological Survey of Canada.

"The greatest area of these gold bearing rocks, probably the geological equivalents of some of the richest auriferous rocks of California, appear in connection with the disturbed region lying west of the Rocky Mountain range, known in various parts of its length as the Purcell, Selkirk, Columbia, Cariboo and Omineca ranges."

NOTE.—Of these above named ranges, the Purcell, Selkirk and Columbia, must be tributary to Farwell, for Canadian, American and Seaborne goods.

Extract from "British Colonist," Victoria, B. C., 17th January, 1885.

"The output of the mines in the district has been very favorable for the past season. The lower Kootenay lake section is creating a great deal of interest on account of recent

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discoveries of quartz of rich quality. A syndicate of New York capitalists has been formed, under the name of the New Haven Smelting Co., who are already engaged in building a road to connect Bonner's Ferry, I. T., with Mud Slough, on the Northern Pacific. The manager, Dr. Hendryx, as soon as the road is completed, intends bringing in a saw mill and smelter to the works at the lake, and has purchased in Portland the machinery for a steamer, which he intends building, to be used on Kootenay river, between Bonner's Ferry and the mines. Recent assays show that the mines on the lower Kootenay are much more valuable than at first supposed, and Mr. Galbraith brings with him a large number of rich samples of the ore. Mr. Burdick, of St. Paul, Minn., is now in Portland, Oregon, for the purpose of arranging about supplies for the Canadian Pacific Railway, to be shipped via Colville, Washington Territory, by steamer up the Columbia river to the second crossing, (Farwell) early in the spring."

Extract from Report of General Manager W. C. Van Horne, Esq., to the Directors of the Canadian Pacific Railway, dated 16th September, 1884.

"I am happy to state, as one result of my trip, that my doubts about the value of the mountain section of the railway have been entirely removed. In addition to the agricultural possibilities of the many valleys of British Columbia and its great mineral wealth, its magnificent forests alone will furnish a large and remunerative traffic for the railway. From the mouth of the Kicking Horse River, forty-four miles west from the summit of the Rocky Mountains, to the Salmon Arm of the Shuswap Lake, a distance of one hundred and fifty miles, the line passes through a continuous belt of gigantic trees, which increase in size going westward until they reach their maximum in Eagle Pass, where trees 8 and even 9 feet in diameter, measured seven feet above the ground, are common. The timber is mostly cedar, Douglas fir, hemlock, white pine, spruce and tamarac. Other varieties of more or less

value also occur. All the valleys near the line of the railway through the Gold Range and the Selkirk mountains seem to be filled with valuable timber, and I have no doubt that the supply is practically inexhaustible."

Extract from Report of S. B. Reed, Esq., C. E., (formerly Superintending Engineer of the Union Pacific Railway) to the Directors of the Canadian Pacific Railway, dated 9th September, 1884.

"From Little Shuswap Lake eastward there is a marked change in the climate. Instead of the dry and almost rainless section extending eastward from the Cascade or Coast Range to the Shuswap Lakes, rain falls here in abundance, and a dense growth of timber covers the country eastward to the summit of the Rocky Mountains; hemlock, white pine, Douglas fir, spruce and some other varieties of timber growing to an enormous size. Crossties, bridge timber, telegraph poles and lumber can be obtained at any place between Kamloops Lake and the main range of the Rocky Mountains at small cost."

Extracts from Official Exploratory Report of G. M. Sproat, Esq., to the Government of British Columbia, dated 7th February, 1884.

"The construction of the Canadian Pacific Railway must immediately raise the value of these timbered tracts by connecting them with the extensive treeless regions east of the Rocky Mountains, that cannot be very well supplied with timber from distant Keewatin, or from the northern timbered region of the Canadian North West Territories. The lumbering business on the Columbia river will be one of the greatest industries in the Province within a few years. There is an extensive treeless region also in United States territory to the southward which, gradually, is becoming settled. There will be large saw mills in the neighborhood of Eagle Pass (Farwell)."

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"American goods, which, always, will be largely in demand can in future be conveyed into the heart of British Columbia at Eagle Pass (whence, also, a considerable part of Alberta can be supplied) by the Columbia river route with which no other can compete."

Extract from the Special Correspondence of the San Francisco Journal of Commerce, December 4, 1884.

"I have now described about 400 miles along the railway line. The remaining, Kootenay section, which I looked at from the east end of Eagle Pass, extends between the Columbia and the Rockies. Scores of men who have been employed on railway trail-making confirmed in talk what is said of this section, that it is mountainous, with some hay bottoms along and at the mouths of streams, but chiefly a forest and mineral region. The timber is likely to be in great demand far east of the Rockies, and it is very abundant. The main saw mills are likely to be at this point, Eagle Pass (where the railway crosses the Columbia a second time) as there is from that point a command of the prolonged forest-laden Columbia waterway north and south for great distances. The characteristic trees of the coast—not found between the Fraser and Columbia, re-appear here—Douglas fir, red cedar, hemlock, etc., with the addition of the tamarac or western larch in great abundance, a tree not found in British Columbia west of Shuswap Lake. I crossed to the left bank of the Columbia at Eagle Pass to visit the town site of Farwell, which an engineer was surveying, a beautiful, extensive, sheltered bench with a southern aspect, fine, dry soil and cool streams at hand. There will be a large railway bridge here. This is likely to be a most important point of supply for the great mining and forest region of Kootenay, as a saw mill town also, and as the only place between Winnipeg and the Pacific where United States traffic can tap the Canadian Pacific Railway by a navigable waterway. The height above sea

level is about 1,400 feet. We are now in November, but the weather is fine. It was the same, I was told, last year, but I fancy the seasons are somewhat uncertain. How noble the Columbia looks, already 220 miles from its mother lakes, how glorious in every direction these hills and mountains drawing on their winter caps."

Extract from "British Colonist" Newspaper, Victoria, British Columbia, 1st January, 1885, under head of "The Future of our Trade and Cities," in the "Annual Review."

"In the past, everything required in the interior entered the country through established distributing towns on the coast; in the future, everything won't. A very large part of the requirements of the interior of the mainland, in future, must enter the province in its south-eastern angle, by the Canadian Pacific Railway from Canada, and by steamboat or a railway up the Columbia river or its valley, from the United States. To understand this, the point of view must be shifted from Vancouver Island to Kootenay, when it will be seen that imperative considerations dictate these two routes, and these alone. The mass of the imports thus introduced, of course, will require a distributing centre. The most likely place obviously will be where these converging Canadian and United States highways meet, if local conditions are at that point suitable—a matter on which we are not at present well informed. This inevitable change, as regards part of our provincial trade, was early recognized by the far-seeing promoters of improved means of transportation in the south-east region of the province, and its certainty explains the support given to such proposals very generally by the people of the interior. They recognize that circumstances require that there shall be another Victoria in the eastern part of the province—a mining, saw-milling, manufacturing, railway city."

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Extract from the Speech of His Honor the Lieut-Governor of British Columbia, in opening the Session of the House of Assembly, 12th January, 1885.

"It is gratifying to know that the Canadian Pacific Railway, running, as it does, through an undoubtedly rich country in the Kootenay District, between the Rocky Mountains and Eagle Pass, will probably open up extensive mining fields and give profitable employment to a large population. The many rich veins of ore already discovered, and which have been located by various mining companies on the west shore of Kootenay Lake, give fair promise of becoming productive in the near future, and it is probable that such a population will be attracted to that part of the Province as will contribute very materially to the wealth of the country and to the development of trade with other portions of British Columbia."

Clause 11 of the "Columbia and Kootenay Railway and Transportation Company Act," of the British Columbia Legislature, 1883.

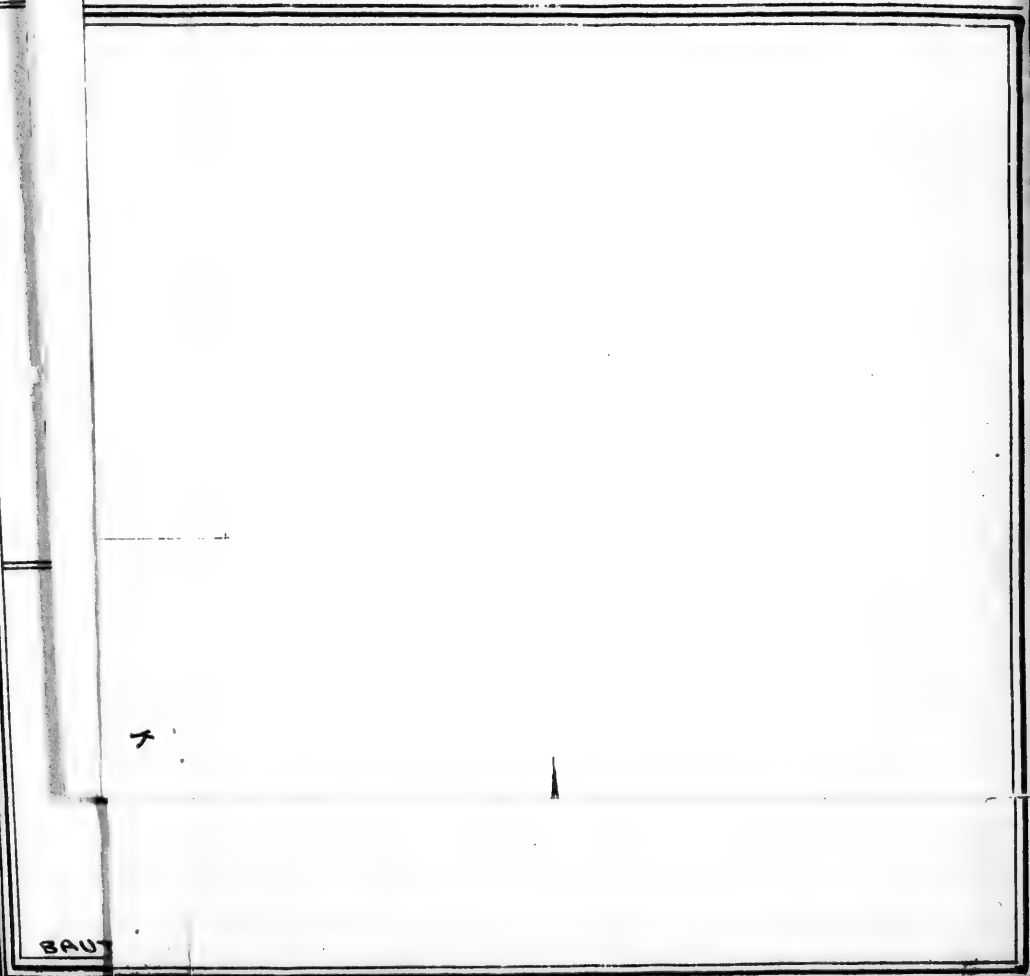
"The Company shall acquire, build, equip, maintain, run and navigate a line of steamers suitable for passenger and freight traffic, and other vessels upon the Columbia River, to and from the point on the Columbia River where the Columbia and Kootenay Railway from Kootenay Lake terminates, to that point on the west bank of the Columbia River where the Canadian Pacific Railway shall strike the said river and cross the same near the Eagle Pass; or in the event of the Canadian Pacific Railway not crossing the Columbia River to the point where a wagon road or railway from Shuswap Lake to the Columbia River may terminate thereon."

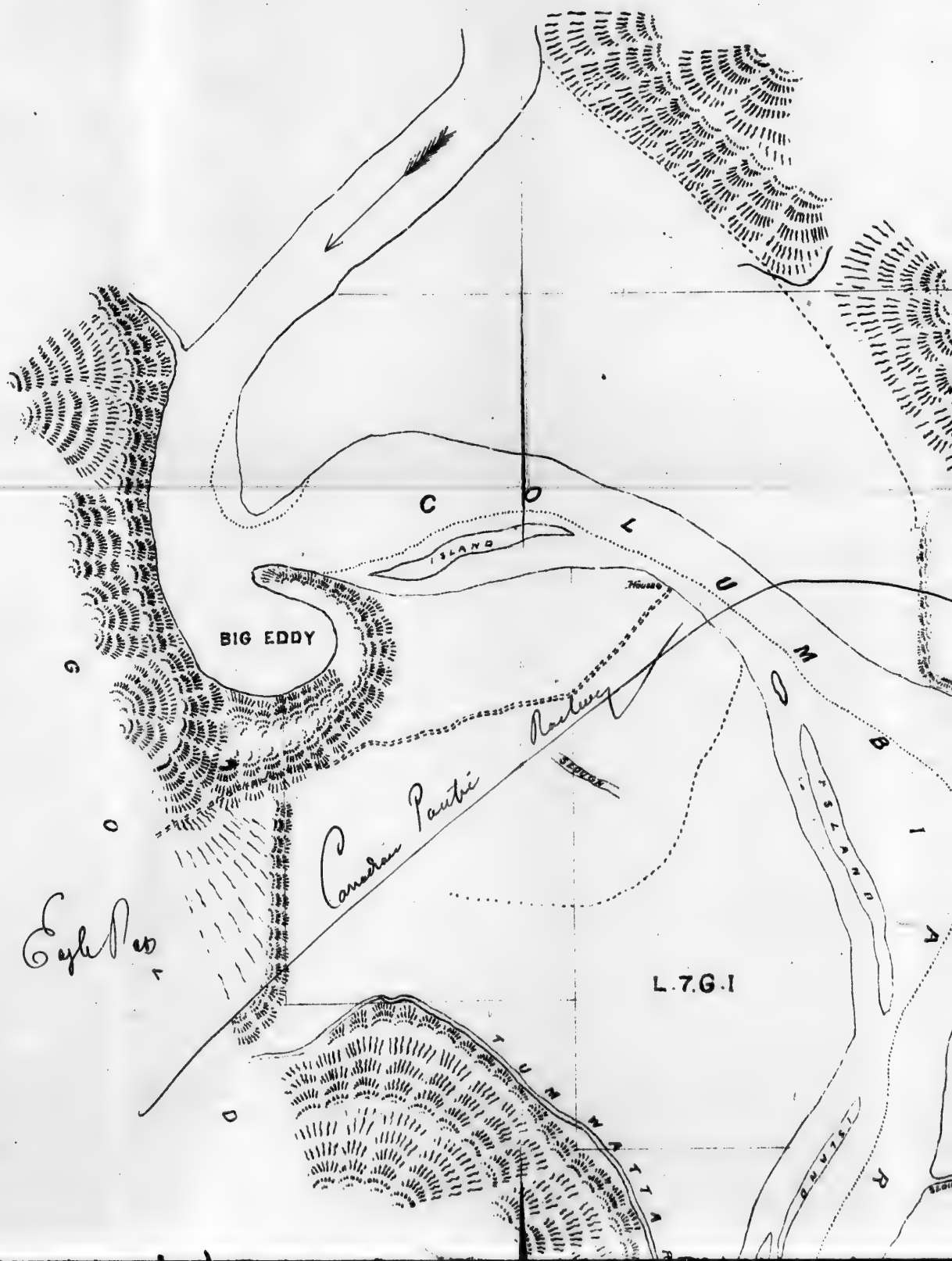
Extract from Pamphlet "Spokane County, as it is; Solid Facts and Actual Results," for the information of immigrants into Washington Territory, United States, (Portland Oregon, 1883.

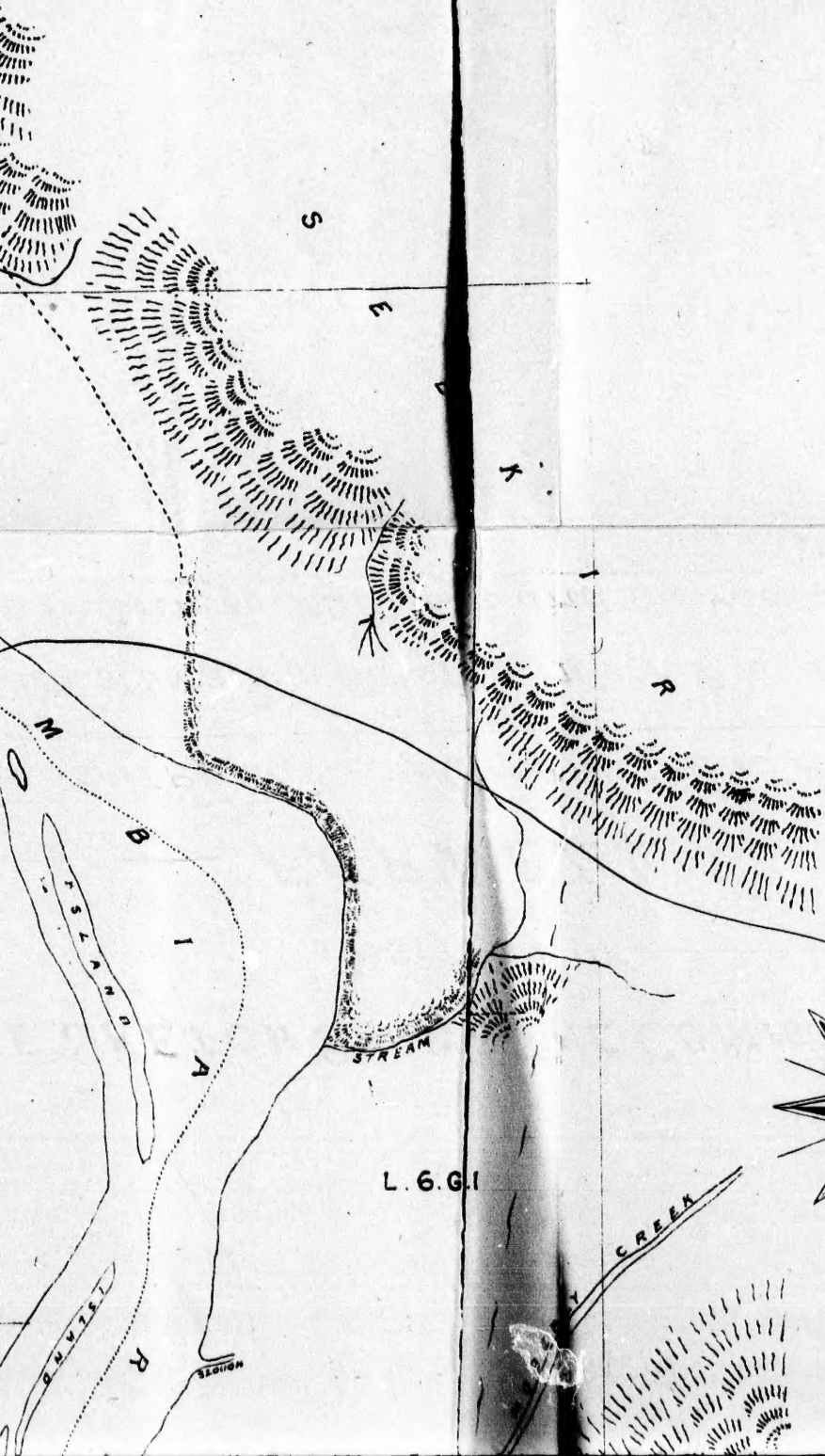
"The proposed branch road, 80 miles in length north to the Columbia River, near Kettle River, or at the mouth of the

Neholapilkwa River, will also have exceptionally light grades, and is in every respect an easy and economical road to construct. At the above point of junction the road will tap 320 miles of continuous river navigation northwardly into British Columbia, tapping the Canadian Pacific and a rich mineral field several thousand square miles in extent. . . . This will be eventually one of the most important auxiliary branches of the Northern Pacific. . . . Now that the Canadian Pacific route has been changed to a southern or the Columbia River route, its building and completion come not only directly in our neighborhood, but make this part of Eastern Washington the basis of supplies. In all this there is something really solid and hopeful, not only as to the immediate, but to the more distant future."









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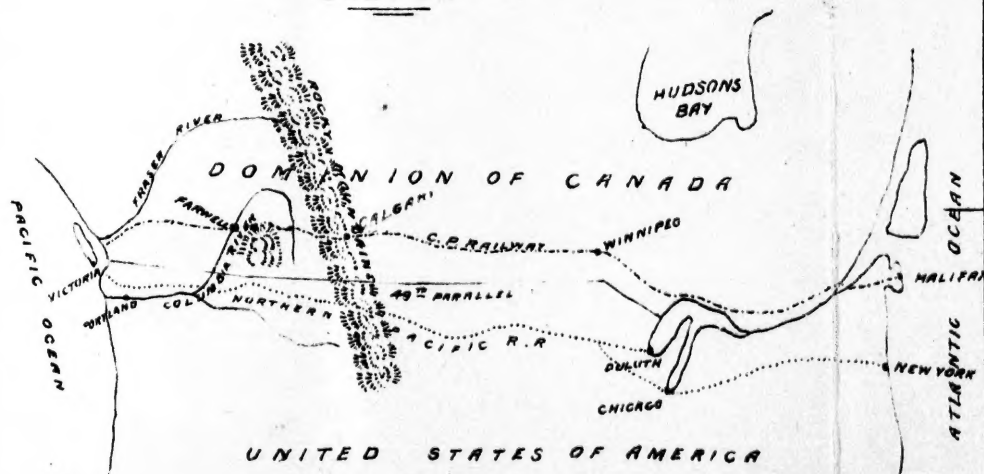
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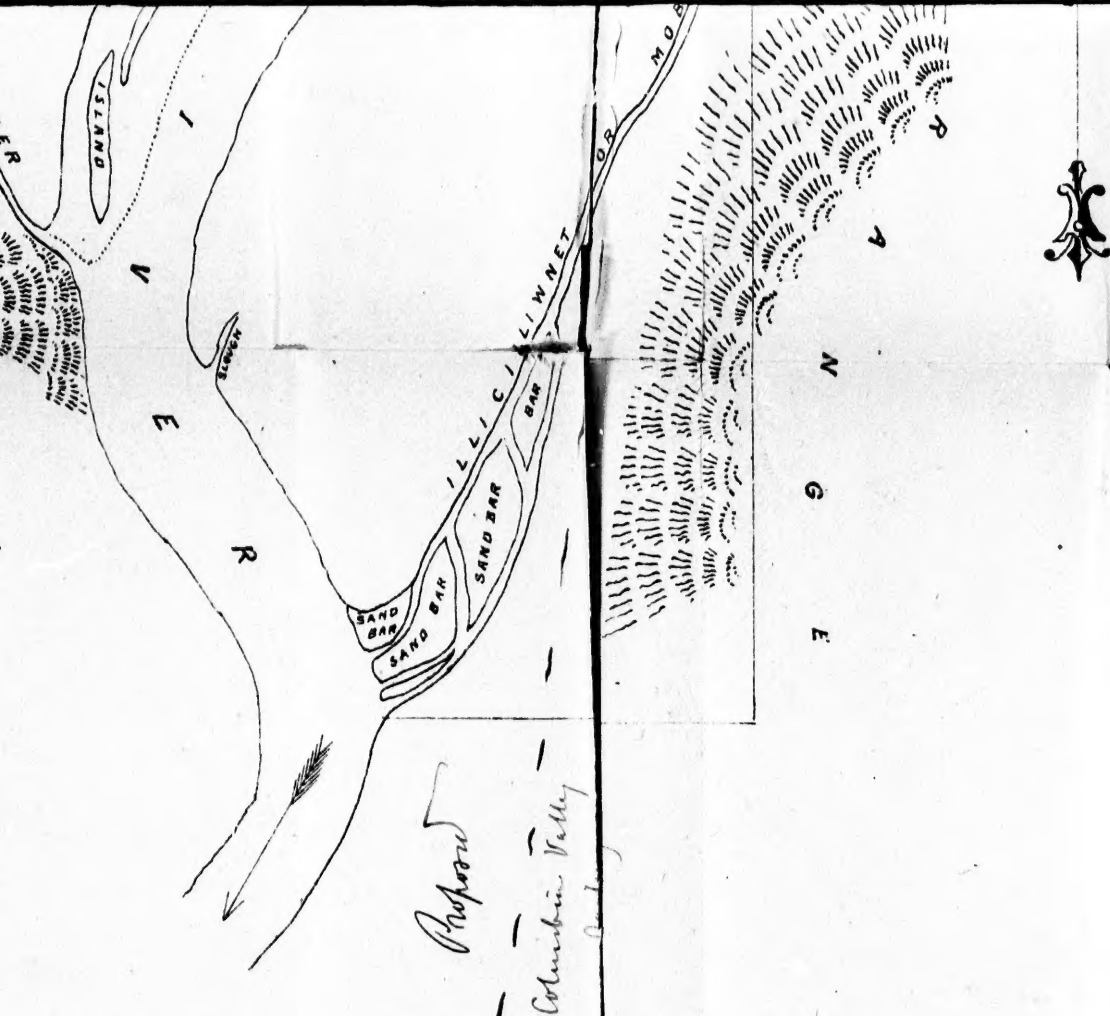


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AS AN ENTREPÔT FOR CANADIAN AND AMERICAN GOODS

— The COLUMBIA is the only internationally Navigable —
 River between Manitoba and the Pacific. —

John "Globe"
Toronto

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